



2030 Let's Get Moving!

Alaska Statewide Long-Range Transportation Policy Plan Update

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1. Do you think Alaskans are served well by the transportation system today?

Marginally, losing ground and not keeping up with changes demanded by global issues.

2. What do you consider the most critical transportation issues facing Alaska – today and into the future?

Repairing the infrastructure we have, intelligently building cost effective additions and recognizing that we cannot build some of the more exotic ideas that are out there - read Road to Juneau and the Knik Bridge.

3. Overall, do you agree with the direction set by this plan? If you disagree, what direction would you like the plan to set?

Overall it is a good set of goals. As stated in (2) above, I think there are some turkey ideas out there that need to be scrapped.

4. Based on the plan, what statewide priorities would you recommend for transportation investments (we are not looking for project-specific priorities)?

I consider the intermodal and bike/pedestrian facilities to be a priority. They are becoming more timely and useful as the cost and impact of fuel use grows and have health benefits to contribute beyond just the direct transportation benefits.

5. Of the actions listed, what would you consider the most important?

Actions 1.1, 3.1, 3.2, 4.1, 4.2, 4.4, 4.5, 4.7 in particular stand out as primary goals to implement. It does not lessen the value of the other action plans but do stand out.

6. Are there additional actions that would strengthen the plan? If yes, please specify.

There are a series of actions that can be utilized to help achieve many of our goals. Ditch the Road to Juneau and save 350 mil. Ditto, cut the losses on KABATA and save 70 mil. Recognize that AMHS is and has to be an integral part of the forward transportation solution to Southeast. The Juneau Road is a whacky idea and it goes down hill to even contemplate trying to do the same for the rest of Southeast. Raise the fuel tax. While not a total revenue solution in and of itself, it will contribute to the revenue stream. Raising the fuel tax has another side effect - pushes users to public transit or pedal power and lessens the need for more expensive infrastructure. Do "bang for the Buck" projects - the Raspberry Road connection is a good example of cost-benefit.

Mail, fax, or e-mail your comments using the information on the back side. ►



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Comments due Jan. 10

The draft version of the Statewide Long-Range Transportation Policy Plan update, also known as “2030 Let’s Get Moving!” is available for a 45-day public review period ending Jan. 10, 2008. We’ve come up with a few questions to get you thinking about Alaska’s transportation program and your comments about the draft document.

Send us your answers and additional comments by mail, fax, or e-mail using the information at right. Just remember, in order for your comments to be considered for the final document, they must be received by 5 p.m. on Thursday, Jan. 10, 2008. We look forward to hearing from you!

www.dot.alaska.gov/2030